

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in this application:

**LISTING OF CLAIMS:**

Claims 1 to 6. (Canceled).

7. (Previously Presented) A fuel injector for a fuel injection system of an internal combustion engine, comprising:

a solenoid coil;

an armature acted upon in a closing direction by a restoring spring; and

a valve needle, which is connected to the armature by force-locking and at which a valve-closure member is formed, which forms a sealing seat together with a valve-needle surface, the armature facing and striking against a stop face of an inner pole of the solenoid coil by way of an armature stop face,

wherein both the armature stop face and the stop face of the inner pole have the same coating,

the coating being deposited on the armature stop face and on the stop face of the inner pole in a plurality of chromium layers, the coating having a surface structure with raised areas and recessed areas, wherein the raised areas have a dome-shaped design and the height difference between the raised areas and recessed areas is initially between 5  $\mu\text{m}$  and 10  $\mu\text{m}$  and is reduced to between 4  $\mu\text{m}$  and 5  $\mu\text{m}$  during use of the fuel injector.

Claims 8 to 12. (Canceled).

13. (New) The fuel injector of claim 7, wherein the coating is applied onto a substantially flat surface of the armature, thereby providing the raised areas and recessed areas.

14. (New) The fuel injector of claim 7, wherein the raised areas are formed by depositing a greater thickness of chromium in the raised areas compared to the recessed areas.

15. (New) A method for coating the armature stop face of the fuel injector of claim 7, comprising:

depositing the plurality of Chromium layers onto a surface of the armature stop face, the deposition of the plurality of layers forming the raised areas having a dome-shaped design.

16. (New) The method of claim 15, wherein the raised areas are formed by depositing a greater thickness of chromium in the raised areas compared to the recessed areas.

17. (New) A method for coating the stop face of the inner pole of the fuel injector of claim 7, comprising:

depositing the plurality of Chromium layers onto the stop face of the inner pole, the deposition of the plurality of layers forming the raised areas having a dome-shaped design.

18. (New) The method of claim 17, wherein the raised areas are formed by depositing a greater thickness of chromium in the raised areas compared to the recessed areas.